Chapter 6. Pedestrian and Bicycle Facilities

Safe and convenient pedestrian and bicyclist access to transit is an essential component in the design of TODs.

Design Development for Pedestrians and Bicycles

Pedestrian Routes

{[1] "A continuous sidewalk system should be established within the station area. Pedestrian routes should be located along or visible from all streets and provide clear, comfortable, and direct access to the core commercial area and transit stop. When street connections are not feasible, short pedestrian paths should provide walking connections. Walkways between buildings are encouraged when blocks are large." [1]}

Weather Protection in Urban Areas

{[2] "Urban areas require weather protection for pedestrians. Weather protection needs to be a minimum of 6 feet wide and shall be integrated into the architectural character of the buildings." [2]}

Bike racks in Wrigley Marketplace in Long Beach

Pedestrian Street Crossings

{[3] "Pedestrians must be able to cross streets easily and safely at many different points within the station area if they are to do without their automobiles. Signalized, well-designed pedestrian crossings should be provided at all road intersections in the station area. 'Bulbs' and median strips should be used to shorten or break up crossing distances, and mid-block crossings should be established where intersections are far apart." [3]}

Sidewalks

{[4] "Comfortable sidewalks are key to reinforcing a pedestrian environment within a TOD. The comfort and convenience of the pedestrian trip will reinforce the efficiency of the transit system by creating destinations which are attainable without a car and origins which do not depend solely on park- and-ride mode transfers." [4]}

- {[5] "Connect the bus stop with adjacent pedestrian destinations, including building entrances, street crossings, other walkways, and with the nearest intersection.
- Minimize barriers (landscaping, berms, or fences) that impede pedestrian access or visibility.
- Provide buffers between pedestrians and moving traffic without obstructing transit boardings/deboardings.
- Vary sidewalk and buffer widths depending on traffic volumes and speeds and on pedestrian volumes (i.e., increase buffer widths as speeds increase; increase sidewalk widths to accommodate increased pedestrian volumes)." [5]}

Note: Because of the volume and length of many of the quotations in this document, a bracket symbol with corresponding footnote reference number is placed at the beginning and ending of each quotation.

Chapter 6. Pedestrian and Bicycle Facilities

Sidewalk approaching Berkeley BART

{[6] "The preferred sidewalk width in a downtown is 12 feet, at least 6 feet of which must be clear of obstructions. This width allows pairs of pedestrians to walk side by side, or to pass each other comfortably. It generally provides enough width for window-shopping, some street furniture, and places for people to stop. More width is desirable to accommodate bus shelters, sidewalk cafés, and other outdoor retail.

Where it can be justified and all other measures have been examined (such as narrowing or eliminating medians, bike lanes, parking lanes or travel lanes), the sidewalk width can be reduced to as narrow as 8 feet. In general, however, the rule is: the wider the sidewalk, the more pleasant the pedestrian experience." [6]}

Oakland Public Library

Pedestrian Amenities

{[7] "Along with comfortable transit stops, it is important to provide other amenities that increase the comfort and safety of pedestrians. These amenities have many practical applications but they also play an important role in elevating the place of the pedestrian and transit user in the built environment." [7]}

{[8] "Clearly articulated pedestrian areas with smaller dimensioned surfaces and site elements improve pedestrian safety by distinguishing the pedestrian network from car, bike or transit circulation. The treatment of sidewalks, streets, and driveways is particularly important at points where they intersect." [8]}

Bicycle path near Sylmar station in San Fernando

Bicycle Facilities

{[9] "Biking can be a major alternative to the auto for local trips or trips to the transit stop. Separated or marked bike lanes on several primary routes to the core area will support this alternative. On smaller streets, bikes sharing the travel lane will help slow cars to speeds more appropriate for residential streets." [9]}

{[10] "Several types of design projects have the potential to complement and supplement bicycle transport and parking programs. Bicycle interest

groups suggest that the following improvements would increase the safety of riding bicycles and encourage their use:

- Bicycle-compatible roadways or bicycle lanes on station access roads,
- Bicycle paths through park-and-ride lots,
- Priority siting of parking equipment near the bus/train loading zone,
- Bicycle paths from neighboring communities that are shorter in length than roadways,
- Clearly visible signs using the bicycle symbol for bicycle routes, parking facilities, and bus stops serving bicyclists,
- Station design and siting accommodating to bicycles, e.g. curb cuts at parking locations, locating parking equipment so that the cyclists not be required to carry bicycles up or down stairs or through large crowds of travelers, and parking equipment in the clear view of the general public, or station attendants,
- Lighting, and
- Overhead protection from weather conditions at parking sites." [10]}

References

1 Puget Sound Regional Council, *Creating Transit Station Communities in the Central Puget Sound Region – A Transit-Oriented Development Workbook*, June 1999.

2 Snohomish County Tomorrow, *Transit-Oriented Development Guidelines*, July 1999.

3 Puget Sound Regional Council.

4 Calthorpe Associates in association with Mintier Associates, *Transit-Oriented Development Design Guidelines for Sacramento County*, September 1990.

5 Tri-County Metropolitan Transportation District of Oregon, *Planning and Designing for Transit Handbook*, January 1996.

6 Oregon Department of Transportation and Oregon Department of Land Conservation and Development, *Main Street... when a highway runs through it: A Handbook for Oregon Communities*, November 1999.

7 Corbett, Judy and Zykowsky, Paul, *Building Livable Communities: A Policy-Maker's Guide to Transit-Oriented Development*, The Center for Livable Communities, Sacramento, CA, August 1996.

8 Tri-County Metropolitan Transportation District of Oregon.

9 Calthorpe Associates in association with Mintier Associates.

10 Transit Cooperative Research Program, *Synthesis 4: Integration of Bicycles and Transit*, 1994.